



Land Use and Mobility Alternatives Process and Assumptions August 30, 2006

Overview

The Buckeye General Plan encompasses the vision for the entire planning area. It is comprehensive because it considers the interrelationship of planning activities and addresses a wide range of issues including infrastructure, circulation, parks and recreation, as well as an appropriate mix of land uses. The planning process to date has established the following that provide the foundation for the plan to be built upon:

1. Planning Area Existing Conditions
2. Issues Identification
3. Vision, Goals, and Policies

A critical process step in the creation of "Land Use and Mobility Alternatives" that address the three items listed above. Determining the future land use and transportation network at "build-out" provides the framework for the development of the various general plan elements. Build-out is defined as all land within the planning area being developed or preserved in some manner. Build-out does not occur at any date certain since development and growth are dependent upon market trends that are cyclical and private property owner interests.

Historically, the Town of Buckeye uses the Community Master Plan (CMP) approach as the way to plan large areas. Once adopted, a CMP identifies the appropriate land uses, intensity of development, and densities. Within the CMPs roadway networks, open space, recreation, public facilities, and infrastructure are also addressed. All existing adopted CMPs within the Buckeye Planning Area may be developed in accordance with their approved plan.

Sketch Planning Process

The transportation network was developed by sketching existing major roadways in the Buckeye Planning Area. The arterial roadway networks for each adopted community master plan (CMP) were identified, with minor revisions to the networks to create connections between the communities and the greater planning area. South of I-10, the one-mile grid was extended west to the Hassayampa River. Overlaid on top of the arterial network was the DRAFT regional roadway network from the I-10/Hassayampa Valley Roadway Framework Study (i.e. additional freeways and parkways) currently underway by Maricopa Association of Governments.



Using the adopted CMPs, the land uses were drawn around the base transportation network. Two land use plans were developed. The first is more detailed, replicating the existing adopted CMPs. The second is more general, using the broad conceptual land use layout created by the public at the Charrette Visioning Workshop in May 2006. The purpose of the alternatives exercise is intended to understand how the currently approved development patterns within the entire planning area can be “knitted together” and where there might be gaps between the community vision and current development trends. The alternative exercise goal is to create community dialogue as the general plan process evolves resulting in a preferred land use and mobility plan.

Goals

The Land Use and Transportation Alternatives attempt to address the Draft community goals which are listed below:

1. All neighborhoods within Buckeye are connected and are an integral part of Buckeye.
2. Instill a strong community ethic and passion for Buckeye.
3. Buckeye will be recognized as the employment center of the Hassayampa Valley.
4. Buckeye is known for its high performing educational system.
5. Growth and development must be long-term, financially sustainable.
6. Land use planning must guide the development of self-sustaining Villages throughout the planning area that encourage a live, work, educate, and play lifestyle within five miles of home.
7. Land use patterns conserve and protect the planning area’s natural resources.
8. Ensure a land use pattern that preserves the planning area’s natural environment, livability, and sense of community.
9. Develop a balanced transportation system.
10. Expand the regional transportation network.
11. Ensure a hierarchy of parkway, arterial, and collector streets to ultimately improve the delineation of streets so that through traffic is naturally diverted away from residential neighborhoods.
12. Provide non-motorized modes of transportation through the construction of bicycle and pedestrian pathways, and equestrian trails.
13. Promote an integrated land use and multi-modal transportation system.
14. Provide for and maintain economic opportunities through transportation system network development.
15. Provide local and regional public transportation service throughout the planning area.
16. Implement transportation demand management and system management strategies to reduce trips and improve efficiency.



Alternative #1

The first land use plan created utilized existing land use plans from CMPs. These were sketched as planned by each developer or land agency. The Hassayampa and Gila Rivers flood plains were preserved as environmentally sensitive open space, as well as much of the land south of the Gila River which primarily includes Bureau of Land Management (BLM) land, plus a portion of the Sonoran Desert National Monument, and the Buckeye Hills Recreation Area. The White Tank Mountain Regional Park and the foothills south of the park were also preserved as open space, with some rural low-density residential development buffering the foothills from I-10.

To infill the planning area, existing land uses south of I-10 and known future land uses were designated. Large concentrations of commercial, employment, or mixed-use land were clustered around major transportation corridors, allowing regional access. The Buckeye Municipal Airport became the center of a large industrial, professional office, and business park agglomeration, spanning I-10. The existing zoning map was consulted to make accurate assumptions of land uses in the remaining areas. Overall, low- to medium-density residential development filled in the gaps between the open space and commercial and employment clusters.

Land Use Designations

- Rural Low Density Residential (0 to .50 du/ac)
- Low Density Residential (.50 to 3 du/ac)
- Medium Density Residential (3 to 6 du/ac)
- Medium High Density Residential (6 to 10 du/ac)
- High Density Residential (10 to 15 du/ac)
- Village Core Residential (+15 du/ac)
- Village Core Mixed Use (includes office, small scale retail, and high density residential in master planned, integrated manner)
- Neighborhood Commercial (small scale retail, service, and office)
- Regional Commercial (retail that draws from a regional market area such as Power Centers, Big Box Retail, auto malls, etc.)
- Professional Office Employment
- Business Park Employment
- Downtown Overlay
- Education
- Industrial (warehousing, distribution centers, mining/extraction, landfill, rail service, recycling, etc.)
- Environmentally Sensitive Overlay (hillside, major wash and riparian areas)
- Open Space, Conservation and Recreation



A hierarchy of the street network was identified.

Freeway – fully access controlled regional high capacity facility

Parkway – six lane divided roadway with access control at mile intervals

Arterial -

Alternative #2

The second land use plan used the first plan as a base, but consolidated many of the land uses into more compact clusters to reflect the public's Charrette concept plan. The following themes were addressed:

- Identify areas where Village Cores might be shared between planning areas
- Intensify Village Cores and transportation corridors to promote multi-modal transportation opportunities
- Intensify employment areas throughout the planning area on Sun Valley Parkway, I-10, railroad corridor, around the airport, SR -85, and south of I-10.
- Provide adequate buffer of compatible land uses around future service expansion viability of the airport.
- Identified Gateway areas that encourage a unique development statement (in the north, south, east, and west of the Buckeye planning area)
- Added one new east-west freeway along the Deer Valley alignment to connect major employment areas and provide improved good regional east-west access, with eventual connection to I-10 near Tonopah.
- Northern Avenue Parkway was connected from its currently programmed construction ending SR 303 through the White Tank Mountain range to link with Northern Avenue through the study area (to create a continuous east-west link).
- Proposed Watson Parkway south of I-10 to Proposed SR-801 to provide better eastern access to downtown Buckeye
- Proposed Jomax Parkway was revised to follow a Patton Road alignment crossing the Hassayampa River to minimize river crossing impacts and to be compatible with Festival Ranch.
- Dove Valley was relocated one mile north of the current alignment in the northern part to minimize impacts to Festival Ranch.
- Identification of conservation areas due to environmentally-sensitive lands, topographic constraints, washes, rivers, and wildlife corridors. Through the designation of a potential environmentally-sensitive lands overlay, a non-intrusive pathway system to include bicycle pathways, pedestrian ways, and non-motorized multi-use trails that would provide two major north-south corridors with key intervening washes from the White Tank Mountains



- High-capacity shuttle transit corridor (light rail or street car) along Sun Valley Parkway to the commuter rail through downtown and extending north to Verrado as well as a western extension along the Deer Valley Freeway to Douglas Ranch's primary village center.
- Participate in the implementation of commuter rail from the Historic Buckeye Downtown into the Central Phoenix area
- Identification of transit centers (bus rapid transit and commuter rail) throughout the planning area
- Interchange locations are shown at Jackrabbit, Airport/Verrado, Watson, Miller, SR-85, Sun Valley, Johnson, and Desert Creek.